Sealift

MAGAZINE OF THE MILITARY SEALIFT COMMAND
May 1979

ATLANTIC

EUROPE

FAR EAST

CINCEUR REP

Ride High Tide Of Enthusiasm

"Act enthusiastic and you will be enthusiastic."

"The influence and importance of the American merchant marine extend well beyond our thriving ports. It affects all Americans."

Two quotes, seemingly unrelated, but they can be tied together. That's what I intend to try to do. And the point I hope to make is important for if each of us accepts the relationship between the two ideas we can apply it not only to our own tasks but also to efforts to improve the muscle of our merchant marine.

First, enthusiasm. The quote comes from a book by a successful salesman, one who has journeyed down the selling road and reached his destination, the high tax brackets inhabited by millionnaires.

He points out that the rather obvious truths that a successful salesman believes in his product or service, feels the customer needs it, and does his very best to see that he acquires it, that he buys it, if you will.

To sell anything, product, service or idea, demands enthusiasm. Those who really believe in what they are doing, who love doing it, and who are ever seeking better ways to achieve the results they want are inevitably enthusiasts.

But, not all of us are eternal balls of fire. Our batteries sometimes wear down, and the spark needed to start our internal motor is not always there. We sometimes need to motivate ourselves, to overcome the lethargy of too few hours sleep or the enervating effect of continuing frustrations.

That is where "acting enthusiastic" comes in. Like laughter, enthusiasm is contagious. Ever been at a party where someone started laughing, and everyone joined in. Laughter spreads. It's hard to turn off. You can say the same about tears. Nothing is more conducive to stimulating the flow of tears than the tears of other people. But, just as misery loves company, so does the other side of the behavioral coin.

Watch an actor on stage, a friend telling a "war story," or a speaker atop his soap box. They become more and more enthusiastic and their listeners get caught up in the enthusiasm. They get involved.

So, the initial quote I used is obviously true. If we consciously set out to be enthusiastic, we will inevitably be enthusiastic. We get involved. We involve other people, and all that makes for results, for getting things done.

Enthusiasm and involvement are natural bridges to the point of my second quote. Actually it is from a Proclamation by the President which designated May 22 as National Maritime Day.

May 22—in 1819—is the date of the departure of SS Savannah on the first transatlantic voyage by any steamship.

Since that time the fortunes of the merchant marine and the men and women who play important roles in the maritime industry have followed the pattern of the ocean tides, sometimes hitting a high point and just as frequently a low mark.

In his proclamation, President Carter said maritime industry members "can be justly proud of their contributions to our nation's economy and national defense," roles he said they have fulfilled with "great dedication and ability."

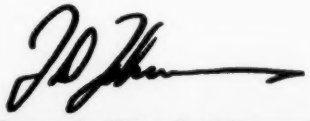
There is no question as to the extent of those contributions, or the fact that we live as members of a strong, free and rewarding society.

Neither is there any doubt as to where we stand today—on Maritime Day 1979. Our merchant marine has only a few more than 500 ships. We carry less than 1 per cent of our bulk trade and not much more of our petroleum products in U.S.-flag ships. Only the liners are competitive, carrying about 30 per cent of our imports and exports.

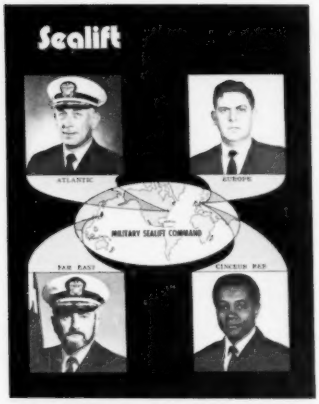
Shipbuilding orders are down. The number of seagoing and yard jobs is small and far too many people are looking only to the government for help. There is always need to take a realistic look at our problems but we do little to resolve them if we accentuate the negative. The more we complain, the more complaints we generate.

It's time for a new approach, and Maritime Day 1979 is a fitting occasion to begin "acting enthusiastic." Let's see if we can get something done by taking a positive approach, by selling the service the merchant marine provides, by illustrating how the products it carries eventually find their way into every home, shop and office, and by advocating innovative ideas and action.

If we ride the high tide of enthusiasm, we can sweep others along with us.



Commander, Military Sealift Command



COVER: Major command changes are taking place throughout MSC. See story on page 4 .

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MAGAZINE OF THE MILITARY SEALIFT COMMAND

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Extensive military personnel changes are taking place throughout the worldwide MSC organization.

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Capt. Richard O. Gooden

Command Leadership Picture Changing

Major changes in the leadership picture are taking place throughout Military Sealift Command beginning with June changes of command at MSC, Atlantic, Far East and Europe.

Capt. Richard O. Gooden, assistant chief of staff for programs at MSC headquarters in Washington, D.C., will take command of the Atlantic area command on the retirement of Capt. Herman E. Fritzke, Jr.

Captain Gooden has served aboard various naval ships and has commanded the destroyer Orleck, the oceangoing tug Moctobi, and the combat stores ship San Diego. While he commanded the San Diego, the crew received a National Defense Transportation Assn. award as the outstanding Navy transportation unit.

The ship also earned the Squadron Battle Efficiency "E" and every departmental award for which a combat stores ship is eligible. The San Diego was the first Atlantic Fleet ship with an automated propulsion plant to pass the propulsion examining board test on the initial attempt.

A native of Conway, Ark., he enlisted in the Naval Reserve in 1947 and was called to active duty in 1952. Captain Gooden has a Master's Degree in personnel management from George Washington University, Washington, D.C. and served in the Bureau of Naval Personnel, with the Joint Chiefs of Staff and the Office of the Secretary of Defense.

Captain Fritzke began his naval career in 1952 with MSC. A graduate of the U.S. Merchant Marine Academy, he returned to the merchant marine for a year in 1955 and then rejoined the Navy. He has commanded MSC, Mediterranean in Naples and the European area command in Bremerhaven.

Other changes at Bayonne involve Capt. Thomas H. McGlaughlin, chief staff officer, who is retiring; Capt. Robert J. Richards, assistant chief staff officer for operations and plans who in June will become chief staff officer, and Capt. Craig A. Preston who recently joined the area

command from the Chief of Naval Operations staff. Captain Preston will succeed Captain Richards.

Captain McGlaughlin is a Naval Academy graduate and was a White House aide during the Kennedy Administration. He joined the Atlantic area command in 1975 and became chief staff officer in 1977.

A graduate of Massachusetts Maritime Academy, Captain Richards' early naval career was in aviation. He earned his wings in 1957, became part of the surface Navy in 1961 and in 1974 was appointed commander of the Gulf subarea command in New Orleans. He headed the subarea command until mid-1977 when he was assigned to MSC, Atlantic.

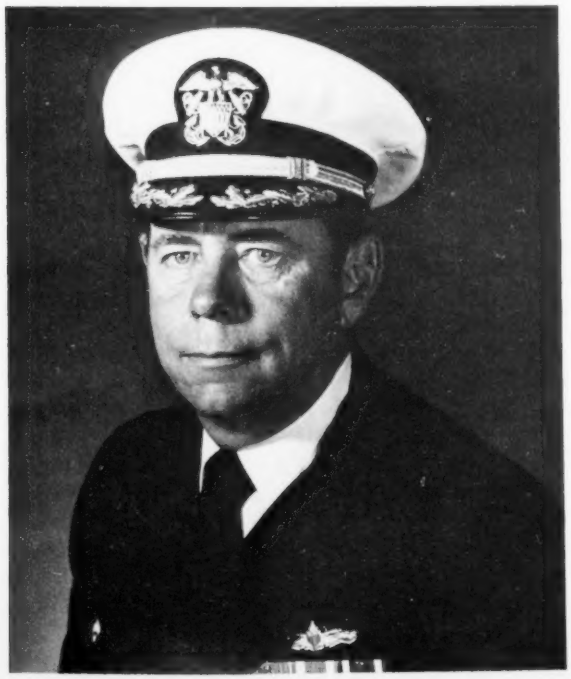
Captain Preston began his naval career in 1957 after graduating from the University of Massachusetts. Much of his Navy time has been sea duty, including a stint in command of the ammunition ship USS Mount Baker. In the early 1960s he was operations officer aboard the oiler USS Marias.

Only two major changes are taking place at MSC, Pacific in Oakland, Calif. Capt. Thomas G. Kiefaber, who now heads MSC, Europe is slated to become assistant chief staff officer for operations and plans, replacing Capt. Ronald D. Morin who will retire in July after 27 years in the Navy, more than half with MSC.

Capt. Craig A. Preston

Captain Kiefaber is a 1955 graduate of the Naval Academy. His shipboard duty has been mainly aboard service force vessels including the ammunition ship Haleakla. Ashore assignments have been primarily with MSC including stints as command representative in Thailand; officer in charge of the MSC unit in DaNang, Vietnam and assistant chief of staff for operations and plans at MSC, Europe. In July 1977 he took command of MSC's European area command.

At MSC headquarters two cap-



Capt. Robert J. Richards

Capt. Thomas G. Kiefaber

Capt. Thomas Groce

tains soon will retire and one did retire in late April. In addition to Captain Gooden, three captains will be changing jobs within headquarters and two more coming in from other Navy units. Two commanders also will be moved into higher positions.

Moving into Captain Gooden's job in August will be Capt. John H. Scott, Jr., now assistant chief of staff for operations. Succeeding Scott will be Capt. John D. Eckert, now commander of MSC, Mediterranean.

Captain Scott is a 28-year Navy veteran and has held two sea commands. Before coming to MSC in 1975 as cargo division director, he was with the Joint Chiefs of Staff.

Captain Eckert has 23 years with the Navy and first came to MSC in 1970 with Atlantic area command. In 1973 he became commanding officer of the destroyer USS Massey, then the destroyer USS Power. Earlier he commanded Mine Division 33 in Sasebo, Japan after which he received a Master's Degree in management from the Naval Postgraduate School.

Following a year of study at the Naval War College, he took command of the MSC office in London and in June 1977 became commander of the Mediterranean subarea command.

In early April, Cmdr. Bruce W. Strong, previously commanding officer of the frigate USS Julius Furer, became director of the headquarters cargo division, succeeding the late Capt. Benny (Rick) Ricardo.

Commander Strong is a 1958 graduate of the U.S. Merchant Marine Academy. He also has a Bachelor of Science degree in management from the Naval Postgraduate School. Between December 1968 and August 1971 he was chief staff officer, and operations and engineering officer at MSC, Mediterranean.

After nearly 30 years in the Navy, Capt. Harold E. Burgess, director of the scientific support branch, retired in late April. He was replaced by Cmdr. Gordon McClellan, the deputy director. Commander McClellan came into the Navy through the NROTC program at Brown University, Providence, R.I. in July 1955. He attended submarine school and among his assignments was executive officer of the submarine USS Redfish. He joined MSC in August 1977.

Captain Burgess has commanded the fleet tug USS Hitchiti and the destroyers USS Buck and Kirk.

In June Capt. William E. Muncy, assistant chief of staff for administration and manpower, will retire after 27 years in the Navy. He formerly headed the plans and programs office and also served as assistant chief staff officer for operations at the MSC, Far East headquarters in Yokohama, Japan. He has been with MSC since June 1972.

Cmdr. Robert D. Mathews, deputy engineering officer, also will retire in June. His successor is Capt. Carlos M. Charneco, Jr., now director of the hull division, Naval Ship Engineering Center. Commander Mathews came to MSC in June 1977 from the Naval Sea Systems Command. During his 26-year naval career he served aboard the submarines Triton, Swordfish and Sea Dragon.

A 1956 graduate of the U.S. Naval Academy, Captain Charneco also has a naval construction and marine engineering degree from

Massachusetts Institute of Technology.

After holding several engineering posts, Captain Charneco became deputy director of naval engineering and logistics at the Naval Material Command. In June 1973 he was named ship design manager for the ship engineering center, subsequently becoming director of the hull division.

Another June change will take place in Florida. Cmdr. Katharine L. Laughton, deputy director of the command information systems office, will take over the MSC office at Port Canaveral. She follows Cmdr. Charles M. Rowland, Jr., who will retire. He has headed the office since June 1975 and has spent approximately 14 of his 25 Navy years with Military Sealift Command—the longest period any naval officer has ever served with the command.

Commander Laughton was commissioned in 1964 after completing officer candidate school and graduating from the University of California where she received a degree in political science. Before joining MSC in August 1977, she served with Naval Education and Training Command in Pensacola, Fla. She earned a Navy Commendation Medal there for development of automated management information systems.

This month at MSC, Far East Capt. Joe Don Camp became commander following retirement of Capt. Gerald W. Dyer. Captain Dyer joined the Navy as an enlisted man in 1944 and entered the Naval Academy in 1945. He attended submarine school and later commanded the submarine USS Pickerel.

Captain Camp was commissioned in May 1957 and after various sea and shore assignments became logistics plans officer for MSC in Washington. He also attended American University and earned a Master's Degree in business administration. He next commanded the destroyer USS Epperson. His second MSC position was as commanding officer of the Seattle office and before receiving his current assignment he headed the MSC office in the Philippines.

Cmdr. Bruce W. Strong

On the other side of the world Capt. Ronald W. Kerslake, MSC representative to the Commander in Chief, Europe, will take command of MSC, Europe in July. Capt. Thomas Groce, commanding officer of the Naval Reserve and Marine Corps Training Center, Adelphi, Md., will succeed him.

Captain Kerslake began his naval career in 1956 with Military Sealift Command's Seattle office, then designated the Northern Pacific Subarea Command. His sea time includes tours aboard the troop ship USNS James C. O'Hara, dock landing ship Point Defiance, minesweeper Gallant for two tours, including one as commanding officer. He also commanded the destroyer James C. Owens.

After graduating from the Naval War College in 1976, he joined MSC, Europe as assistant chief of staff for operations. In July 1977 he was assigned his present job.

Captain Groce enlisted in the Naval Reserve in December 1952 while attending Delaware State College. After graduation from college and officer candidate school he was commissioned in December 1956. He has spent much of his naval career in training and personnel work and has a Ph.D. from American University in student personnel administration in higher education.

After attending the Naval School for Defense Transportation Management in Oakland, Calif., he became director of MSC headquarters scientific support branch. He was director of the MSC Naval Reserve Division from 1973 to 1975. ⚓

Dutch Tug Survives North Atlantic Fury

By CW2 McDonald (Doc) Harwood

Editors Note: Since man first began to navigate the rivers, bays and oceans of the world there has been a continuous battle to survive the often savage forces that can turn the calmest sea into a raging hell. It is not often that ships and the men who man them can win over a really angry ocean—perhaps never. But the Devil of the North Atlantic, as he is known to his contemporaries, may have come as close as anybody.

The Devil is in reality Capt. Albert A. W. Christiaans, master of the 174-foot Dutch tug Jacob Van Heemskerck which recently was chartered by Military Sealift Command to tow two 300-foot-long DeLong piers from Boston to Southampton, England for the U.S. Army.

Between Boston and Southampton, tug and crew encountered those savage forces that have sent many a good crew and well-built ship to the bottom of the ocean. During a hurricane that began on Christmas day, one of the piers broke loose and for five days Christiaans chased it around the Atlantic in sometimes 50 and 60-foot seas. His crew was able to reconnect it, no mean feat in rough seas.

Captain Christiaans decided to make emergency repairs in the Azores and while there he and his crew volunteered to rescue a 6,000-ton merchant ship with an engine room fire.

After rescue of the ship, and after repairs to the piers were complete, the Van Hemmskerck again was

The Dutch tug Jacob Van Heemskerck is about to get under way for England towing two DeLong piers. On Christmas Day, gale winds turned into a hurricane and one of the piers was torn loose.

Boston workmen make a final inspection of the iron-beam shoring securing steel caissons on one of the piers.

headed for England only to encounter more high winds. At one point a message from the tug said, "Convoy stationary. Cancel ETA" (estimated time of arrival).

In spite of high winds and raging seas, the Devil of the North Atlantic managed to drive his convoy to Southampton earning a "well done" from MSC Commander Rear Adm. John D. Johnson who said:

"This (message) acknowledges your outstanding seamanship and perseverance in towing two DeLong piers from December 20 to February 12. You and your crew never failed to meet each challenge of this arduous voyage. Your skill and dedication in performing this service under such adverse conditions have materially contributed to the mission of this command and are clearly in the best tradition of mariners throughout the world. Thanks for a job well done."

The following story is an account of that voyage.

On Dec. 20, 1978 folks around Boston, Mass. were looking forward to the coming holidays and the anticipation of sharing with families and old friends the warmth and cheer of Christmas and the coming new year.

On that same day, unknown to but a few dockworkers and shipyard personnel, the 174-foot seagoing tug, Jacob van Heemskerck, headed through the icy waters of Boston Harbor towing two 300-foot DeLong pier sections destined for Hythe (Southampton), England, approximately 3,000 miles away.

The journey was to be filled with the excitement, frustration and near disaster that is known only by those seafarers who brave the North Atlantic during winter.

The first few days out of Boston, the van Heemskerck encountered blustery weather typical of the northeastern coastal waters of the United States during the winter months. Then, on Christmas Eve, the weather began to worsen. On December 25 and 26, with tug and tow engulfed in hurricane force winds and 50 to 60-foot seas battering the van Heemskerck, a tow line parted and the second barge was suddenly a captive of the raging storm.

Capt. Albert A. W. Christiaans managed to keep radar contact with the stray barge and eight days later on January 2 the van Heemskerck came within approximately 50 yards of the storm tossed monster.

The challenge that faced the crew was how to retrieve the tow with seas still running 30 to 40 feet. After much deliberation, it was decided that a man had to be put aboard the barge to assist in making up a new tow line.

Since it was impossible for the tug to get alongside the heaving barge, Chief Mate Robert Deelder and Second Engineer Tjerk K. Tjeerde boarded a rubber life raft and towed a small line over to the barge heaving it on deck. They boarded and then hauled an eight-inch towing hauser aboard. After two hours of dangerous back breaking work the hauser was made secure to a boat cleat.

The crewmen then inspected the 10 steel caissons which had been se-

Tug and tow head out of Boston harbor on a 54-day storm-tossed adventure.

cured on deck with angle iron beams and welded brackets. They estimated that 70 per cent of the welds were broken by the pounding of the storm.

Captain Christiaans decided to head for the port of Ponta Delgada in the Azores to put in for repairs. The Military Traffic Management Command (MTMC) Transportation Terminal Unit at Lajes Field was asked by Military Sealift Command headquarters in Washington, D.C. to check on repair facilities in the Azorian archipelago.

Chief Warrant Officer Armand Janelle, chief of supply and maintenance for the terminal unit, was appointed project officer and began checking the various facilities in the Azores. He found that the port of Praia da Vitoria on the island of Terceira could handle the repairs with only a few logistics problems. Christiaans was informed and changed course for Praia.

Two Army tugs skippered by CW03 George Spurgin and CW02 Andreas Etzel were called into service to help the Dutch crew bring the bulky piers into port.

The adventures of Van Heemskerck's crew were not over, however. On January 22, a small freighter approximately 200 miles north of the Azores reported an explosion and fire in the engine room and said the ship was in serious trouble. The Van Heemskerck crew responded without hesitation. Reaching the scene, they quickly rigged up a tow and the Singapore freighter Eliza was taken to Ponta Delgada for repairs. The tug returned to Praia on January 26.

Four days later, in gentle seas and warm sunshine, the Van Heemskerck again was headed toward England, only to encounter even more devastating winds and seas.

Moderate breezes gradually increased to gale proportions after six days and the estimated time of arrival changed from February 11 to the 12th, then to February 13. In a morning message on February 12 Christiaans reported. "Wind east northeast Force 8 (fresh gale 39 to 46 miles an hour). Convoy stationary. Cancel ETA. Regards."

Weather conditions finally improved and the Van Heemskerck arrived Southampton at 9 a.m. on February 12—25 days overdue. The barges had sustained heavy damage during the battle with the sea between the Azores and England. About two dozen steel hull plates were crushed and torn on each pier. But, both piers were delivered even though tug and tow had taken some of Mother Nature's best shots.

The fact that the piers were delivered at all after absorbing the best punches the North Atlantic could deliver says a great deal for the stamina, seamanship and dedication of Chaptain Christiaans and his crew. ⚓

Poseidon Launch Viewed By Navy Secretary Claytor

Photos by Cmdr. Steven Taylor and JOC Rick Miller

Secretary Claytor and Admiral Johnson discuss the mission of Range Sentinel as USS John C. Calhoun gets under way for the missile firing.

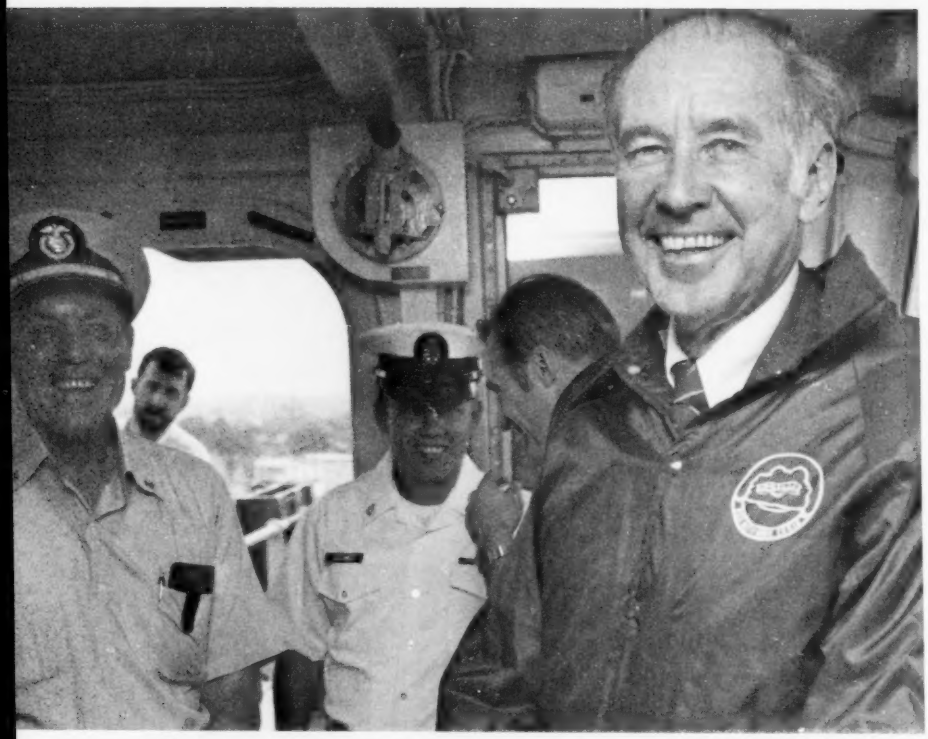
Navy Secretary Claytor takes a close look through binoculars during the 49th launch of a Poseidon from a submarine.

Cape Canaveral, Fla.—Secretary of the Navy W. Graham Claytor, Jr. traveled to Cape Canaveral in March to view the 49th launch of a Poseidon missile from a submarine.

Joining MSC Commander Rear Adm. John D. Johnson, Jr. aboard the USNS Range Sentinel, Claytor saw the Poseidon launched from the submerged nuclear submarine USS John C. Calhoun.

Commanded by Capt. Jesse H. McCandless, Range Sentinel supports the Navy's fleet ballistic missile program. Primary mission of the ship is to provide communciations, flight safety and telemetry data collection in support of the FBM flight tests in broad ocean areas.

A second mission, which the Range Sentinel was on in March, is to serve as a support vessel for Poseidon submarine demonstration and shakedown operations.



Range Sentinel Master Jesse H. McCandless gives the Navy secretary a tour of the bridge.

Capt. George K. Leidiger, master of light moment with Secretary Claytor office at Port Canaveral.

Heading for open water, the nuclear submarine Calhoun is watched by Secretary Claytor and Admiral Johnson.

A Poseidon C-3 roars skyward after being launched from the nuclear submarine John C. Calhoun.

er of the oceanographic research ship USNS Lynch, shares a
ytor aboard Range Sentinel. Leidiger was visiting the MSC

Israelite Merchant Fleet Expanded by King Solomon

By Martin Gershen

If the Israelis and the Egyptians needed precedents for the peace treaty they signed last March, they could have gone back to the days of King Solomon, nearly 3,000 years ago—or even more recently, to the history of 700 B.C.

Solomon signed a trade agreement with Egypt. And to seal it, he married the Pharaoh's daughter, marking the only time in Egyptian history that a princess of the Nile married a foreigner, according to Prof. Robert R. Stieglitz, an authority on maritime affairs in Biblical Israel.

And about 350 years after the Solomonic mercantile and marital agreement, the Kingdom of Judah, a descendant of ancient Israel, signed a military pact with Egypt to fight a common enemy of that time—Babylonia—which is modern day Iraq, said Stieglitz, who teaches Biblical studies at Rutgers University in Newark, N.J.

"The Bible mentions the Pharaoh's daughter five times although we never learn her name or that of her father. However, we do know that Solomon built her a palace in Jerusalem," Stieglitz explained.

Solomon, whose reputation through the ages has been for his wisdom, also had quite a way with the women. He had hundreds of them—wives, mistresses and concubines.

Many, like the Queen of Sheba, came from distant lands. Solomon apparently used marital relations to reinforce international relations between his kingdom and the known world of his day.

The number of his wives may have been surpassed by the size of his merchant marine. Solomon developed a fledgling merchant navy inherited from his father, King David, into a flourishing and far flung maritime fleet that sailed to the ends of the earth, at least what was then known of earth.

In those days there were only two great routes known to the seamen of the Middle East—Tarshish and Ophir. Both were described as the ends of the earth.

Until King David organized the 12 tribes of Israel into a nation, the ancient Hebrews showed little inclination towards maritime affairs. From about 1200 B.C. to 1000 B.C. when David became king, three tribes, Asher, Dan and Zebulun, that lived in the Mediterranean coast between Haifa and Tyre engaged in maritime activities, but not extensively, Stieglitz said.

Hundreds of years before this, the Egyptians had been great seamen, sailing not only the Nile, but the

This model was made from a carving on a third century tombstone in a cemetery near Haifa.

Uninhabited Coral Island was the ancient port of Etzion Geber on the Gulf of Akaba, also known as the Gulf of Eilat. The man-made harbor is at right. It was the Solomonic port for voyages to Ophir.

Red Sea whose waters touched gently on the mineral rich shores of East Africa and the hot sands of Araby.

"We know the Egyptians sailed to a place called Punt which we believe is modern Somalia," Stieglitz said. "And they would return from there with gold, incense, plants and monkeys.

"We know, too, that the Egyptians for hundreds of years had a pact with Byblos, a Phoenician city state that still exists today in the same place north of Beirut, the capital of Lebanon.

"The Egyptians built their ships from cedar of Lebanon, fir and oak, which they bought from the Phoenicians," said Stieglitz who for three years was curator of the Maritime Museum in Haifa, Israel.

The greatest seamen of the period, however, and the most renowned international tradesmen and merchants, were the Phoenicians, a Semitic people whose language and culture were quite similar to the Hebrews.

"The difference between the Hebrew and Phoenician languages was like the difference between

This is a model of a Solomonic merchant ship of 1400 B.C.

English and American," Stieglitz explained.

The Phoenicians lived in city states in an area encompassing what today is modern Lebanon with a little of Syria and Israel thrown in. The Israelites lived south of the Phoenicians on the east and west banks of the Jordan River in what is today modern Israel, minus the Sinai Desert.

One of the greatest of maritime powers of that day was Tyre which still exists, by the same name and in the same location, in Southern Lebanon near the Israeli border.

King David established cultural, economic and political relations with King Hiram I of Tyre—relations that were formalized into a pact under Solomon.

Under terms of the treaty, Solomon agreed to provide Hiram with food and manpower, both of which Israel had in abundance. Solomon also offered Hiram entry to the Red Sea. His father, David had conquered Edom in southern Israel, gaining access to the Gulf known today as Elath or Aquaba, depending on whether you are Israeli or Jordanian. The only other country having access to the Red Sea and Mediterranean was Egypt.

As part of the pact, Hiram agreed to teach the Israelites seamanship, how to build larger ships and travel greater distances.

Soon fleets of mixed crews sailed from Tyre. "You can say the licensed officers were Phoenicians. The unlicensed men were Israelites," Stieglitz explained.

Solomon, who ascended the throne in 960 B.C., is believed to have strengthened his alliance with Tyre by marrying Hiram's daughter.

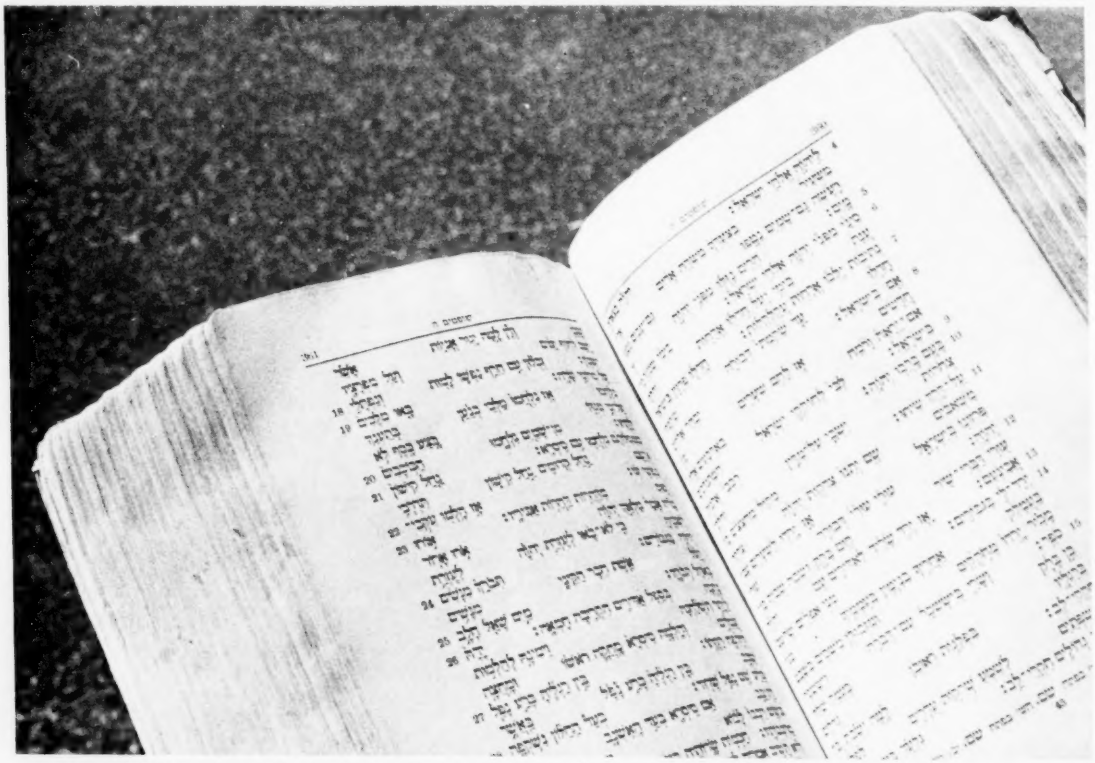
Soon great fleets sailed to Tarshish and Ophir, leaving from Tyre or Haifa on the Mediterranean coast, and from Etzion Geber which was the port in the Gulf of Aquaba or Elath.

Etzion Geber still exists today as Coral Island. Israel also has an air base in the same general area known as Etzion. Tarshish we now know was southern Spain, near Cadiz, on the Atlantic side of the Straits of Gibraltar.

Ophir could have been East Africa, West Africa or India.

"But we don't know where Ophir was for sure. We have been unable to find any archeological identification to prove it existed," Stieglitz said.

"However, we do know Solomon was getting gold from Ophir. Twenty tons of gold was coming into Israel every year. Also arriving in Israel ports from Ophir and



One of the earliest Old Testament references to the seafaring tribes is in Judges, chapter 5, beginning with verse 17. This is the description of the conquest of Canaan and in Hebrew complains that tribes of Dan and Asher "dwell by the ships. . ." and ". . .along the coast of the sea. . ." and are not fighting enough.

Stieglitz is an authority on maritime activities of Biblical Israel.

Tarshish were peacocks, apes, other live animals, precious stone, exotic wood and ivory, iron, tin and lead," Stieglitz added.

"We know there was no gold in Ethiopia. So that wasn't Ophir. But there was gold in the Sudan and Somalia which are in East Africa on the Red Sea coast. And we know there was gold in West Africa where Ghana now is. Before Ghana gained its sovereignty that part of Africa was called the Gold Coast," Stieglitz said.

But there were natural resources of many kinds in Ethiopia, which then extended beyond the east coast of Africa, across the Bab el Mandeb straits—so strategically important to the West today—and into Yemen.

Indeed, Yemen was known as Sheba. And today the Ethiopians and Yemenites claim to be descedants of the liaison between King Solomon and the Queen of Sheba.

Actually, noted Stieglitz, the Queen of Sheba learned about Solomon by watching his fleets pass through the Bab el Mandeb straits. She went to visit him in an overland caravan bearing gifts of gold and spices. Stieglitz said she went to arrange a trade pact with Solomon.

The merchant ships of Biblical Israel each carried a crew of about 20 seamen and 20 marines to fend off pirates. They were powered by one square sail amidships and steered by two huge oars, one off the port stern and the other off the starboard stern. The ships were about 80 feet long with a beam of about 15 feet and a draft of six to nine feet.

There also is evidence that the crews included women, highly probable since many voyages took about three years. The women had specific jobs aboard ship, weaving and repairing sails, fancy rope work and other duties, Stieglitz said.

"The tradition that says having women aboard ship is bad luck is a modern idea. And the latest program of placing women back aboard ships is not a new idea. It's going back to the good old days," said Stieglitz.

Whether or not those were good old days depends on an individual's point of view.

"We don't know how long the voyages to Ophir took. But we know fleets sailing to Tarshish from Etzion Geber circumnavigated the African Continent," Stieglitz said.

"A seaman had to be a farmer, a business man, a metallurgist, a navigator and a soldier," Stieglitz explained, because of the nature of a sea voyage in Biblical days.

"The fleet sailed for four months. Then the ships would anchor off the coast to await proper winds. The seamen would go ashore and plant crops and wait for them to grow and be harvested. Then they would continue to the next port of call," Stieglitz said.

The seamen probably had to be good family men and fathers, too. "I believe there must have been children aboard those ships. I can't see those things not happening in three years," Stieglitz said.

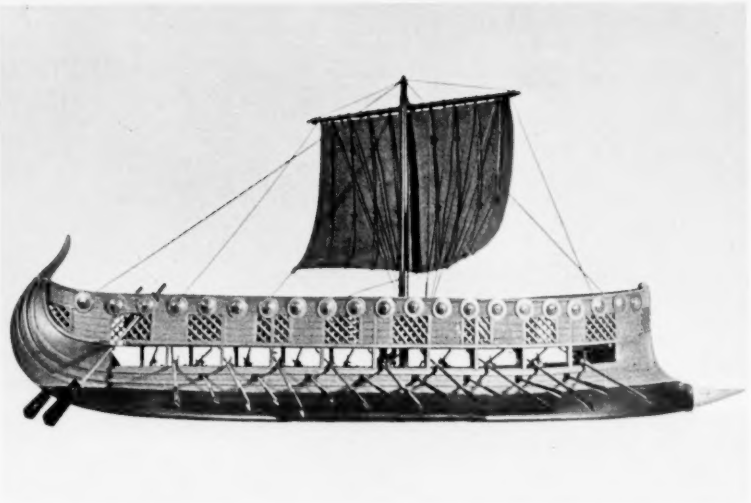
Joint maritime activity between ancient Israel and Phoenicia ended about 721 B.C. when both nations were conquered by the Assyrians coming out of what is northern Iraq.

Maritime activity in ancient Israel began again about the middle of the second century B.C. with the reconquest of the country's coast by the Macabbeans, a family of Jewish militants and their followers who fought against their Syrian-Greek occupiers.

By the middle of the first century B.C. Israel had its own merchant and naval fleets under Herod the Great, king of Judah and a convert to Judaism. Herod even loaned his naval fleet to the Romans who were fighting in the Black Sea against a Greek city state, Stieglitz believes.

Judea had become a vassal state of Rome but it had its own currency and many of its coins had maritime motifs such as ships and anchors.

Ancient Judea continued to participate in maritime affairs under the Romans but began to decline about



Phoenician warships of 700 B.C. were powered by oars and sails. Merchant ships used sails only.

500 A.D. It became known as Palestine in 135 A.D.

The Talmud, which is a collection of Hebrew law and commentary over the ages, is filled with references to maritime affairs, Stieglitz said.

So is the Bible.

"The prophets without exception continuously refer to Jews living on the coasts and islands of the Mediterranean. The descriptions fit Phoenician cities. But foreigners cannot tell the difference between Phoenicians and Hebrews because they were so much alike in language and material culture," Stieglitz said.

There were Hebrews in Carthage, now Tunis and elsewhere on the coast of North Africa. And there were Phoenician colonies in Ibiza off Majorca and Motya off Sicily and Malta.

After the destruction of the second temple in 70 A.D. and the dispersal of the Jews from their land, many went to Spain. By the Middle Ages Majorca became a great Jewish center of cartography and navigation.

"Some believe it was the science developed in Majorca that helped lead to the discovery of the new world. Some even believe Columbus was a Jew," Stieglitz said.

"But I believe Egyptians, Phoenicians and Jews reached the new world long before that," said Stieglitz.

Norwegian explorer Thor Heyerdahl proved that reed ships can cross the Atlantic, said Stieglitz, but he doesn't think that was the mode of transportation that brought the people of the Bible to the New World.

"There was an inscription found in the Brazilian province of Parahiba in 1879. Controversy surrounds this archeological find, but the inscription, written in Phoenician, tells of a fleet that left Etzion Geber about 530 B.C. to circumnavigate the African continent.

"The fleet encountered a violent storm at sea and one of the ships ended up in Brazil. There were 12 men and three women aboard. One man was sacrificed to appease the gods," Stieglitz said.

"We do not know any more about these people, although we know that human sacrifice was not uncommon in those days to appease angry gods. Remember, Jonah was enroute to Tarshish aboard a Phoenician ship sailing from Jaffa when he was tossed overboard to quell the stormy seas.

"There are questions as to the validity of the inscription. But it is possible. And the Indians of South America may have Phoenician, Egyptian and Jewish blood in them," Stieglitz said. ⚓

Phoenicians of 350 B.C. commemorated their vessels by putting their ship images on coins.

Seabee, LASH Suitable For Operations Support

By Lt. Cmdr. Kenneth W. Hartkopf

In the event of a national crisis, the U.S. Merchant Marine will be called on to provide ships for use by the Armed Forces.

Many will be used to deliver cargo to a port near the crisis area. Some will provide logistics support for combat troops landing in areas away from developed ports and the ships assigned to this task must be loaded so that their cargo can be rapidly discharged—in the order and quantity needed to sustain combat operations.

Of all the different types of ships available in the U.S.-flag merchant fleet, the ship best suited for this function is the barge carrier.

There are two basic types of barge carrying vessels, the lighter aboard ship, or LASH, and the Seabee, sometimes call a Seabarge. The LASH has a crane at the stern to discharge its barges and the Seabee relies on an elevator. Barges can be unloaded from both types in an open seaway and both have operated in relatively heavy seas.

If barges are to be employed in a combat area, a means must be available to effectively move cargo from the barges to the troops ashore. This can be done by beaching the barges, or by establishing a transfer platform offshore from which cargo is removed and loaded into small landing craft, or lifted from the platform by helicopter.

There are additional ways to unload barge cargo, for example employment of a stationary shore causeway, similar to a pier, on which cargo can be discharged directly into trucks and delivered ashore.

A second alternative involves floating barges into the well decks of U.S. Navy ships. Not all, of

Doctor Lykes, a barge carrying Seabee, is capable of providing wartime logistics support.

LASH ships will be excellent assets during emergency sealift, but are limited in the size of landing craft they can deliver.

course, have well decks. After a barge is floated in, the ship would pump out her ballast and the barge would be resting on the deck. Its cargo then could be loaded into landing craft or helicopters.

Cargo barges also can be corraled offshore and used for short-term storage. Offshore barges would relieve cargo ships for other assignments and that would help ensure a continuing flow of supplies for forces offshore.

Because of their ability to deliver both supplies and equipment required to establish an off-loading facility, barge carrying ships are an excellent augmentation asset for any amphibious force—Army or Marine Corps.

LASH ships constitute 6½ per cent of the active U.S. dry cargo fleet and 13 per cent of the fleet's deadweight tonnage. There are 16 U.S.-flag LASH ships in operation. Two more are on order. Four other LASH vessels have been converted to container ships. Not all LASH vessels are alike and there are three basic types. Each, however, has a 500-ton lighter crane and a 30-ton container crane. The lighter crane is on tracks and loads or unloads the barges over the stern, and also positions barges aboard the carrier.

LASH ships load and discharge in deep water, requiring tugs or some sort of boat capable of moving barges to a discharge site. LASH vessels do not carry their own tugs. Several tests have been conducted using Navy and Army boats to move loaded barges and LASH ships can load and deliver several types of the Navy and Army boats.

The LASH also can deliver other equipment required to establish an offshore transfer platform. In several tests, existing military equipment has been deck-stowed and discharged offshore. There the port handling equipment was assembled and a discharge facility established.

In the event it is deemed necessary to convert a LASH ship for full-time use as an amphibious ship, the wing tanks could be converted to accommodate 600 troops with necessary sanitary facilities and kitchens installed in barges on the ship's deck. The LASH also can carry up to 1,050 tons of drinking water.

The Seabee barge carrying ship was developed by Lykes Brothers, Steamship Co., Inc. Three Seabee ships, and 246 specially designed barges are in the Lykes system. No other company has the Seabee although the Soviet Union has purchased the plans—and has indicated it will build similar vessels.

Three unobstructed horizontal barge decks run the length of each Seabee. Containers are loaded with a shore crane although the barges are loaded by the ship's 2,000 ton submersible elevator.

The Seabee elevator can lift two fully loaded barges from the water to any of the three decks and the barges are positioned by a transporter, a jacking platform on rails which sweeps the entire length of the ship.

The Seabee barge is considerably larger than a LASH barge and also must be moved by tugs or boats. Several types of Navy and Army boats are capable of handling Seabee barges.

A Seabee can carry a large range of military equipment, including bulky landing craft and causeway sections. Every type of Navy and Army landing craft will fit on the elevator. The Seabee also can deliver large numbers of aircraft. If aircraft are completely prepared for ocean movement, the large flat areas on Seabee ships can accommodate hundreds. Helos are, of course, more likely to be moved by ship than fixed wing aircraft.

A primary advantage of barge

carrying ships is that they require no pier to load or discharge barges. In world ports so congested that ships have to wait several days for berths, a barge carrying ship can be discharged or loaded while at anchor or lying to offshore.

In amphibious operations, crews must be able to conduct ship operations in an open seaway since amphibious operations more than likely will be conducted over undeveloped beachheads. Commercial companies and Military Sealift Command, using LASH and Seabee ships, have gained considerable experience in heavy weather barge operations, some tests and normal operations having been conducted with wind conditions at 25 knots and in 8 to 12-foot seas.

Once a barge has been discharged from a ship, the next challenge is to unload the cargo from the barge and get it to the troops ashore. Several factors must be considered in determining the unloading method. Among them are the security of the landing area, weather and sea conditions, expected duration of the operation, gradient of the beach, and availability of unloading equipment such as cranes, piers, causeways and helicopters.

Only after all factors are evaluated can a method of unloading be chosen. Alternatives include beaching, offshore transfer, causeway pier, or utilizing a ship's wet well.

Barges can be unloaded right on the beach with a mobile crane. Whether or not to beach a barge depends on the security of the area, the barge draft, and surf conditions. The latter is the most important because in continuous surf action the barges will have a tendency to broach.

It is possible—and the idea has been evaluated—that LASH or Seabee barges can be manufactured with an end that can be let down like an LST ramp. This would allow vehicles to be driven ashore and cargo to be unloaded over the beach with forklifts.

Another unloading method is to use a floating or elevated transfer platform, a platform situated offshore with cranes installed on the platform. Cargo is moved from platform to beach by landing craft. The platform is constructed of pier sections that can either be elevated on pilings or floating and anchored at each end for stability.

An offshore transfer platform would be available early in the normal sequence of events in an amphibious operation. It is inexpensive compared with helicopters or landing craft as a primary transfer vehicle, and is available in military inventories. No cargo handling would be necessary on the beach if cargo were loaded in trucks positioned in the landing craft then driven off over the beach.

A primary disadvantage is that the transfer platform requires suitable beach conditions. In addition, Navy and Marine Corps cranes currently available are designed for construction work rather than cargo handling and are slow. Discharge from the transfer platform would require both trucks and landing craft, and available transfer platforms are not readily adaptable for handling container size loads.

Helicopters also can transfer cargo from a platform to the beach and the larger a platform the more suitable it would be for helicopter pickup of cargo hookups.

The advantages of using helos include rapid delivery of high priority cargo, reduced handling, delivery even when beach gradient would prohibit other methods and the fact that adequate helos already are flying.

There are disadvantages, how-

An adaptor frame has been developed so the utility landing craft in background can be moved on the Seabee transporter.

A Seabee can carry a wide range of military equipment such as these landing craft about to be lowered into the water by the Almeria Lykes elevator.

ever, such as pulling helicopters away from combat missions. Loads would need to be prepared on the transfer platform or prior to loading in the barge. Close inventory management would be required and helos are both expensive and vulnerable. And many container loads are too heavy for helos now in the military inventory.

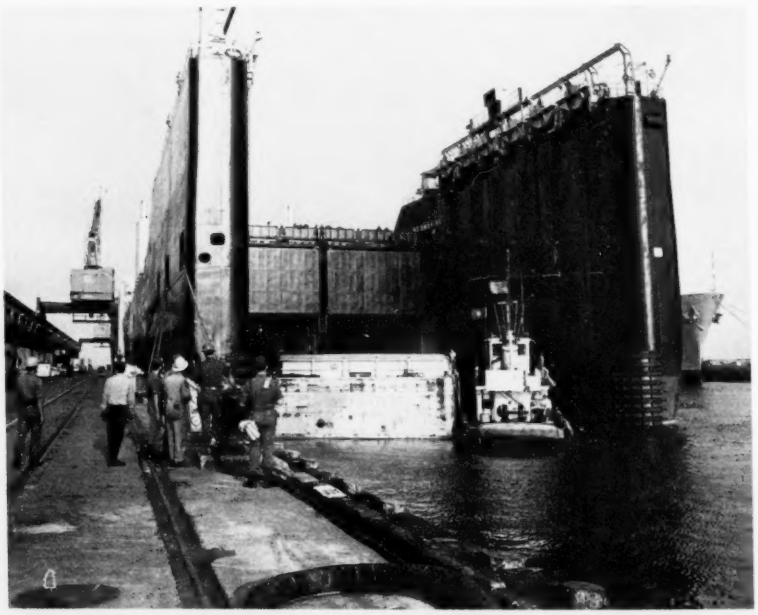
Another method of unloading barges is over a shore-fast causeway. The barges would be moored at the head of the causeway on which a crane is mounted to load cargo into waiting vehicles.

The advantages of a shore-fast causeway include economical use of both barges and land transportation assets, use of existing assets, suitability for high volume cargo movements, reduced cargo handling, and ease of unloading.

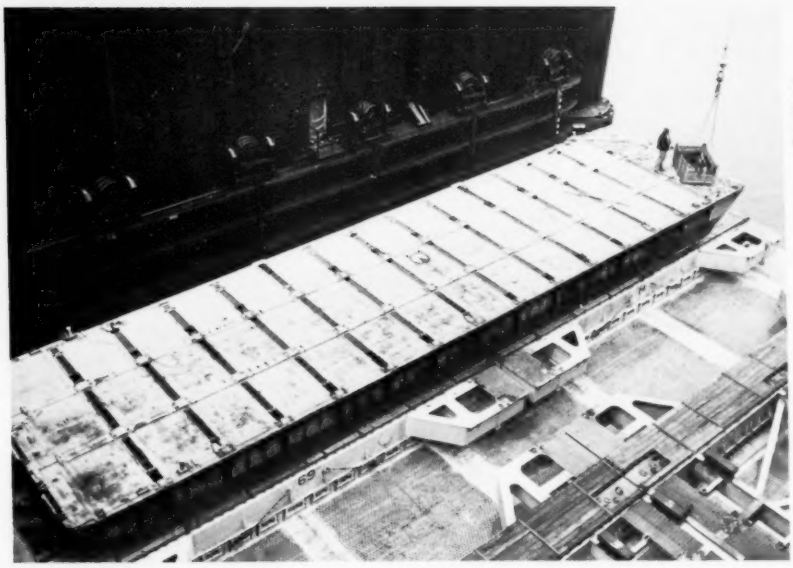
A limitation of the shorefast causeway is the fact that cargo handling is sensitive to the surf zone, due to surging of barges. Another is manpower requirements. A detachment from a naval construction battalion would be needed to position an elevated causeway.

A final method of cargo unloading as noted, is use of amphibious ships having a wet well. This technique would be employed only if weather and beach conditions were so bad that other methods could not be used.

A barge would be floated into the



Tugs are required to move both LASH and Seabee barges to and from shore. Here, a tug positions a barge over the Seabee elevator.



A causeway section is about to be lowered into the water from a Seabee.

well of the Navy ship. After the ship ballasted up and the barge is "dry docked" in the ship's well, its cargo could be loaded into a landing craft or picked up by a helicopter.

This method could be used quite efficiently and rapidly if a Navy Dock Landing Ship (LSD) were used because its 50-ton cranes could handle the cargo inside the well.

Once a method of discharge is decided upon, barges can be staged offshore, ready for operations for any phase of the amphibious assault.

By taking advantage of cargo barges, unloading facilities, and boats aboard the barge carrying ship, an amphibious task force can depart the area with its landing craft for further operations without penalizing operational effectiveness of the amphibious combat forces.

Barges stowed with ammunition or other hazardous cargo could be dispersed and moved regularly to protect them from enemy guns.

There is no doubt that barge carrying ships have the capability to provide logistics support for combat troops, and to sustain logistics operations for an extended period of time.

The Seabee appears to have better overall capability because it can carry heavy piers, large landing craft, and helicopters. In addition, its lighters are larger than those of a LASH.

The LASH, which exists in greater numbers, is also an excellent asset. Its big disadvantage is the 500-ton crane which limits the size of landing craft and type of offshore transfer platform a LASH can deliver. ⚓

Lt. Cmdr. Kenneth W. Hartkopf is the operations and plans officer for Surface Warfare Development Group in Norfolk, Va. From December 1971 until November 1975 he was director of the cargo and tanker division at Military Sealift Command, Far East in Yokohama, Japan. He has served aboard destroyers, an ocean minesweeper and a dock landing ship.

Navy Secretary and Mrs. W. Graham Claytor stand on the bridge wing of the USNS Range Sentinel prior to departing Port Canaveral to watch a Poseidon missile launch from a submarine. At right is Cmdr. Katharine L. Laughton who in June will become commanding officer of the MSC, Port Canaveral office. She now is deputy director of the command information systems office. Mrs. Claytor served in the Navy during World War II and was released from active duty in 1946 as a lieutenant commander. See other photos page 11 .

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